

This Page Is Inserted by IFW Operations
and is not a part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

- BLACK BORDERS
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images,
please do not report the images to the
Problem Image Mailbox.**

FAX COVER SHEET

From: Lung Tan Hu
 Phone: 1-604-882-7330
 Fax: 1-604-882-7301
 Total Pages: 16 pages

To: Office of Initial Patent Examination's Filing Receipt Corrections
 Fax: 1-703-746-9195

To Whom It May Concern:

The following information is the correction for Application number: 10/619, 147 and related documents. The mail copy is on its way. After receiving 16 pages fax, could you please call 1-604-882-7330 or fax to 1-604-882-7301 to confirm with me.

Thank you for your time

I appreciate your call

Lun Tan Hu
 19620 50A Ave
 Langley, BC V3A 71.2
 Canada



UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
 United States Patent and Trademark Office
 Address: COMMISSIONER FOR PATENTS
 P.O. Box 1450
 Alexandria, Virginia 22303-1450
 www.uspto.gov

APPL NO.	FILING OR 371 (c) DATE	ART UNIT	FILE REC'D	ATTY. DOCKET NO	DRAWINGS	INT CLMS	IND CLMS
10/619,147	07/15/2003	3748	375		5	20	2

CONFIRMATION NO. 6080

FILING RECEIPT



OC00000011038228

Lung Tan Hu
 19620 50A Ave
 Langley, BC V3A 7L2
 CANADA

Date Mailed: 10/15/2003

Receipt is acknowledged of this regular Patent Application. It will be considered in its order and you will be notified as to the results of the examination. Be sure to provide the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION when inquiring about this application. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. If an error is noted on this Filing Receipt, please write to the Office of Initial Patent Examination's Filing Receipt Corrections, facsimile number 703-746-9195. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections (if appropriate).

Applicant(s)

Lung Tan Hu, Langley, CANADA;

Domestic Priority data as claimed by applicant

Foreign Applications

JAPAN 2002-361457 11/11/2002

If Required, Foreign Filing License Granted: 10/15/2003

Projected Publication Date: To Be Determined - pending completion of Corrected Papers

Non-Publication Request: No

Early Publication Request: No

** SMALL ENTITY **

Title

Eight-stroke internal combustion engine utilizing a slave cylinder

Preliminary Class

123



UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NUMBER 10/619,147	FILING OR 371 (c) DATE 07/15/2003	FIRST NAMED APPLICANT Lung Tan Hu	ATTORNEY DOCKET NUMBER
----------------------------------	--------------------------------------	--------------------------------------	------------------------

Lung Tan Hu
19620 50A Ave.
Langley, BC V3A 7L2
CANADA

CONFIRMATION NO. 6080

FORMALITIES LETTER

OC000000011038227

Date Mailed: 10/15/2003

NOTICE TO FILE CORRECTED APPLICATION PAPERS

Filing Date Granted

An application number and filing date have been accorded to this application. The application is informal since it does not comply with the regulations for the reason(s) indicated below. Applicant is given TWO MONTHS from the date of this Notice within which to correct the informalities indicated below. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

The required item(s) identified below must be timely submitted to avoid abandonment:

- Replacement claim(s) commencing on a separate sheet in compliance with 37 CFR 1.75(h) and 1.121 is required.
- A replacement abstract commencing on a separate sheet in compliance with 37 CFR 1.72(b) and 37 CFR 1.121 is required.

Replies should be mailed to: Mail Stop Missing Parts
Commissioner for Patents
P.O. Box 1450
Alexandria VA 22313-1450

*A copy of this notice **MUST** be returned with the reply.*

Thang
Customer Service Center

Initial Patent Examination Division (703) 308-1202

PART 2 - COPY TO BE RETURNED WITH RESPONSE

United States Patent Application for:

2 Eight-Stroke Internal Combustion Engine Utilizing A Slave Cylinder

4 **ABSTRACT**

By the utilizing of a slave cylinder working in coordination with a master cylinder,
6 the slave cylinder both receives cool atmospheric air and receives hot, partially
un-burnt exhaust gases from the master cylinder to create a second power-
8 stroke in the slave cylinder. With the two coordinating cylinders, the entire
working process is from 0 to 810 degrees of revolution crankshaft. The master
10 cylinder cycles work from 0 to 720 degrees of revolution and slave cylinder
cycles work from 90 to 810 degrees of revolution. The master cylinder begins to
12 intake air and fuel at 0 degree of revolution and slave cylinder begins to intake air
at 90 degrees of revolution. There is an angle of 60 -120 degrees differences
14 between master and slave cylinder, where the slave cylinder is trailing the
master.

16

18

FIELD

2

The present invention is related to an eight-stroke internal combustion engine, which may be used in most any application of present uses of internal combustion engines, such as a transportation vehicle. More specifically this invention relates to an eight-stroke reciprocating piston driven internal combustion engine utilizing a slave cylinder working in cooperation with a master cylinder.

10

BACKGROUND OF THE INVENTION

12

There are two main types of piston driven reciprocal internal combustion engines, they are the spark ignition engines, and the auto-ignition engines, also called diesel engines.

16

These piston driven reciprocal engines, for the most part, use either a two-stroke cycle or more commonly, a four-stroke cycle. The main parts of these engines are; a cylinder containing a piston with a reciprocal movement which is converted into a rotational movement by means of a connecting rod and a crankshaft, and a cylinder head consisting of at least two valves, one exhaust valve and one intake valve. The four stroke or four cycle engine begins by the piston drawing an atomized air-fuel mixture into the cylinder through the intake valve on the first down stroke, the first cycle; then with the valves closed the mixed gases are compressed on the first up stroke, the second cycle; and at or near the top of the first up stroke, the compressed mixture of air and fuel ignites, by either a spark or by auto-ignition, and the mixture, or most of the gas mixture, combusts to produce a second downward stroke the third cycle, which is the power stroke; the second upward stroke, the fourth cycle, pushes the burnt gas mixture and the remaining un-burned gas mixture out of an open exhaust valve to complete the fourth cycle where the rotary or centrifugal motion created by the process is

2

2 carried by the flywheel for the cycles to continue until either the fuel is shut off or the spark is discontinued.

4 The efficiency of the energy produced depends, among other variables, on the
6 amount of air-fuel mixture drawn or forced into the cylinder and the compression
8 volume ratio. The higher the compression volume ratio, the higher the efficiency.
The compression volume ratio is limited, in the case of the gasoline engine, by
the risk of premature ignition of the mixture and in the case of the diesel engine
among other variables, by a sturdy and appropriate combustion chamber.

10
12 It is well known that four-cycle and other multi-cycle internal combustion engines
14 produce exhaust gases that contain un-used energy in the form of un-burnt
gasses. Many different approaches have been used to both try to capture the un-
used energy within these unburned gases and to try to reduce atmospheric
emissions caused by inefficient combustion.

16
18 Inventor is aware of United States Patent 4,917,054 issued to Schmitz on April
17, 1990, "Six-stroke internal combustion engine". This is a reciprocating pistons
engine, wherein six strokes used, they are the admission of air, the first
20 compression accompanied or followed by a possible cooling, a second
compression followed by a combustion, the first expansion producing a usable
22 work, the second expansion producing usable work and finally the discharge of
the combustion gases.

24

26 SUMMARY OF THE INVENTION

28 It is therefore an object of the present invention is to produce an eight-stroke
reciprocating piston internal combustion engine with increased fuel efficiency.

30

Another object of the present invention, is to produce an eight-stroke
2 reciprocating piston internal combustion engine which is less polluting.

4 By the use of a slave cylinder working in coordination with a master cylinder, the
slave cylinder both receives cool atmospheric air and receives hot combustion
6 gases from the master cylinder to create a second power-stroke in the slave
cylinder. The increased compression ratio of air in the slave cylinder, allows
8 compressed air to be injected into the master cylinder as the master cylinder is in
the later half of it's power stroke, this causes a re-burn of the combustion gasses
10 in the master cylinder. This secondary combustion is transferred from the master
cylinder, through the coordinate valve to the slave cylinder to produce a second
12 power stroke within the slave cylinder.

14 The lower temperature in the slave cylinder makes it possible, by heat transfer, to
substantially take full advantage of the heat energy created in the master
16 cylinder.

18 With the two coordinating cylinders, the master cylinder and the slave cylinder,
there are eight working cycles or strokes, each within 90° of crankshaft revolution
20 of each other. The entire working process is from 0° to 810° of revolution
crankshaft. The master cylinder cycles work from 0° to 720° of revolution and
22 slave cylinder cycles work from 90° to 810° of revolution. The master cylinder
begins to intake air and fuel at 0 degree of revolution and slave cylinder begins to
24 intake air at 90° of revolution.

26 In a conventional internal combustion engine, the engine metal will absorb the
heat energy produced by combustion, and the cylinder will be cooled down by
28 the cooling system. Resulting in wasted heat energy. The eight-stroke piston
engine uses cold air in the slave cylinder to combine with the "wasted" heat
30 energy to produce power as when the cool air combines with the heat energy
and un-burnt gases, the cool air inside the slave cylinder will expand. Therefore,

the expanded air will continue the power cycle within the master cylinder by
2 combusting most of the remaining un-burnt gases and as the master cylinder
exhaust, it also produces a second power cycle within the slave cylinder without
4 a spark.

6 The heat energy and un-burnt gases from the master cylinder will combine with
the cool air in the slave cylinder. This will reduce the temperature in the master
8 cylinder lowering the chance of pre-ignition detonation, thus allowing higher
compression ratios and will also result in higher thermal efficiency, as the cooler
10 slave cylinder air absorbs the heat energy and the engine metal will absorb less
heat.

12
Therefore, the embodiment of this invention is an internal combustion engine
14 composed essentially of at least one pair of compressing cylinders. It is plausible
that the master cylinder and the slave cylinder could be substantially more or
16 substantially less than 90° off rotation of each other. For ease of explaining this
invention the cylinders are discussed herein working 90° off rotation of each
18 other.

20 It is also plausible that the master cylinder could potentially use a third valve, an
exhaust valve to the outside if required. As well it is plausible that the slave
22 cylinder could potentially use a third valve giving more control to the coordinate
valve port if required. It is also plausible, the displacement of the master cylinder
24 and slave cylinder could be different. As well, the duration of the valve timing
may be varied depending on the application requirements and variables in the
26 engine tuning dynamics. It is further plausible wherein this engine has more than
one said slave cylinder for each said master cylinder, or more than one master
28 cylinder for each slave cylinder. It is still further plausible wherein this engine's
second power stroke is assisted by introduction of a light fuel such as hydrogen.

30

In theory, the principle of this eight-stroke internal combustion engine can be applied to both the spark ignition engine and the auto-ignition or diesel engine, and the invention could plausibly use a spark in the slave cylinder if so desired.

BRIEF DESCRIPTION OF THE DRAWINGS

Various other objects, features and advantages of the present invention will become more fully appreciated as the same becomes better understood when considered in conjunction with the following detailed description of an illustrative embodiment and the accompanying drawings, in which like reference characters designate the same or similar parts throughout the several views, and wherein;

FIGS. 1 to 8 are progressive engine strokes from one to eight shown in a sectional elevation view of the engine,

FIG. 1 shows the master cylinder intake, stroke #1, at beginning of the stroke and the slave cylinder is in the middle of its exhaust, stroke #8.

FIG. 2 shows the master cylinder intake, stroke #1, at the middle of the stroke and the slave cylinder is finishing its exhaust, stroke #8.

FIG. 3 shows the master cylinder compression, stroke #3, at the beginning of the stroke and the slave cylinder is in the middle of intake, stroke #2.

FIG. 4 shows master cylinder compression, stroke #3, at the middle of the stroke and the slave cylinder is in the end of intake, stroke #2.

FIG. 5 shows master cylinder ignition, stroke #5, at the beginning of the power stroke and the slave cylinder is in the middle of compression, stroke #4.

2 FIG. 6 shows master cylinder combustion, stroke #5, at the middle of the power stroke and the slave cylinder is at the top of compression, stroke #.

4 FIG. 7 shows master cylinder exhaust, stroke #7, at the beginning of the exhaust stroke and the slave cylinder is in the middle of the power stroke, stroke #6.

6 FIG. 8 shows master cylinder exhaust, stroke #7, at the middle of the exhaust stroke and the slave cylinder is at the end of the power stroke, stroke #6.

10 FIG. 9 shows a diagram of the eight-stroke engine working cycles.

12

DESCRIPTION OF THE PREFERRED EMBODIMENTS

14

The eight-stroke internal combustion engine is generally referred to as 10, it is shown in a cutaway sectional elevation view, where engine 10 comprises a cylinder block 12, and within block 12, there is a master cylinder bore 14 and a slave cylinder bore 16.

20 The master cylinder 14 contains a piston 18 which is slidable movable by connecting rod assembly 20, rod 20 is rotationally supported by crankshaft 22, where crankshaft 22 is rotationally supported by cylinder block 12. Slave cylinder bore 16 contains a piston 24 which is slidable movable by connecting rod assembly 26, rod 26 is also rotationally supported by crankshaft 22.

26 Fixed atop cylinder block 12 is a cylinder head 28. Above master cylinder 14, cylinder head 28 includes a spark plug 30, an intake valve 32 and a coordinate valve 34. Above slave cylinder 16, cylinder head 22 includes an open port 36 to coordinate valve 34, an intake valve 38 and an exhaust valve 40.

30

As seen in FIG. 1, intake stroke, stroke #1, is at the beginning (0°) of the

crankshaft 22 rotation cycle. During rotation, master cylinder 14 intakes air and
2 fuel (A/F) through the master cylinder intake valve 32. At this rotational position
the slave cylinder piston 24, is in the middle of its exhaust stroke, stroke #8.

4

As seen in FIG. 2, intake, stroke #1, is at the middle (90°) of rotation, where the
6 master cylinder 14 intakes A/F through the master cylinder intake valve 32 and
slave cylinder 16 is finishing its exhaust stroke, stroke #8 (810° of its cycle
8 rotation completion, or the beginning of a new cycle of rotation).

10 As seen in FIG. 3 the master cylinder 14 compression, stroke #3, at the
beginning of the stroke (180° of its cycle rotation), where the master cylinder 14
12 begins compresses A/F and the slave cylinder piston 24 is in the middle of
intake, stroke #2, induction of Air only.

14

As seen in FIG. 4 master cylinder 14 compression stroke #3, at the middle of the
16 stroke (270° of its cycle rotation), where the master cylinder piston 18 continues
compression of A/F and the slave cylinder 16 is in the end of intake, stroke #2.

18

As seen in FIG. 5 shows master cylinder 14, upon sparkplug 30 ignition, stroke
20 #5, at the beginning of the power stroke (360° of cycle rotation), where the
master cylinder 14 begins combustion of A/F and the slave cylinder piston 24 is
22 in the middle of compression, stroke #4, where the slave cylinder compresses Air
only.

24

As seen in FIG. 6 master cylinder combustion, stroke #5, at the middle of the
26 power stroke (450° of cycle rotation), where the master cylinder's coordinate
valve 34 is already opening (the air from slave cylinder is pushed into master
28 cylinder at about 420 degrees, close to the end of Stroke #4) and the slave
cylinder piston 24 is at the top of compression, stroke #4 where the slave
30 cylinder's compressed Air is mixed with combustion gases in master cylinder 14.

2 As seen in FIG. 7 master cylinder 14 exhaust, stroke #7, at the beginning of the
 4 exhaust stroke (540° of cycle rotation), where the master cylinder 14 begins to
 6 exhaust combustion gases through the coordinate valve and the slave cylinder
 8 piston 24 is in the middle of the power stroke, stroke #6, where the slave cylinder
 10 16 continues power stroke as the gases expand and are re-burned within both
 12 master cylinder 14 as it exhausts through coordinate valve and into slave cylinder
 14 16 as slave cylinder piston 24 continues its power stroke.

16 As seen in FIG. 8 where in master cylinder 14, the master cylinder piston 18 is at
 18 the middle of the exhaust stroke, stroke #7, (630° of cycle rotation), where the
 20 master cylinder piston 18 continues to exhaust combustion gases through the
 coordinate valve 34 and the slave cylinder 16 is at the end of the power stroke,
 stroke #6, where the slave cylinder continues to accept the combustion gases
 from the master cylinder through coordinate valve 34 until coordinate valve 34
 closes before the next intake cycle begins.

As seen in FIG. 9 a diagram showing the eight-stroke engine working cycles.

CLAIMS

2 As will be apparent to those skilled in the art in the light of the foregoing
disclosure, many alterations and modifications are possible in the practice of this
4 invention without departing from the spirit or scope thereof. Accordingly, the
scope of the invention is to be construed in accordance with the substance
6 defined by the following claims.

8

What is claimed is:

10

1. An multi-cycle, reciprocating piston-type internal combustion engine
12 comprising; at least one master cylinder which includes a reciprocating piston
being connected to a crankshaft, and at least one slave cylinder which includes a
14 reciprocating piston being connected to said crankshaft; and an overhead valve
means for, admission of gases of air and fuel mixture to said master cylinder and
16 admission of air only to said slave cylinder and discharge of exhaust gases from
said slave cylinder; wherein the engine comprises at least two cylinders disposed
18 to form a pair, one said master cylinder adjacent the other said slave cylinder,
with a coordinate means, for coordinating gases between said master cylinder
20 and adjacent said slave cylinder.

22 2. An internal combustion engine of claim 1, where said coordinating means for
coordinating exchange of gases between said master cylinder and said slave
24 cylinder, is a coordinate valve means at said master cylinder side, where said
valve means includes; a passage port means of sufficient size to permit gases
26 therethrough between said slave cylinder and said master cylinder, and for
channelling gases through said valve from said master cylinder to said slave
28 cylinder.

30 3. An internal combustion engine according to claim 2, in which said coordinate
valve means opens at approximately 420 degrees of cycle revolution, where the

slave cylinder's compressed air can begin to flow into said master cylinder. When
2 engine rotation is at approximately 450 degrees of cycle revolution, all said
compressed air in said slave cylinder will come into said master cylinder.

4
4. An internal combustion engine of claim 3, where said compressed air from
6 said slave cylinder will combine with heat energy from said master cylinder in
said slave cylinder to produce a second power cycle through said coordinate
8 valve without addition of fuel.

10 5. An internal combustion engine according to claim 1, where said master
cylinder and said slave cylinder are operating 60 degrees to 120 degrees apart,
12 with said slave cylinder trailing said master cylinder.

14
6. An internal combustion engine according to claim 1, wherein said two cylinders
16 are disposed along a line, adjacent the crankshaft to which they are connected.

18 7. An internal combustion engine according to claim 1, wherein said two cylinders
are disposed in a V cylinder configuration, adjacent the crankshaft to which they
20 are connected.

22 8. An internal combustion engine according to claim 1, comprising a multiple of
said master cylinder and said slave cylinder pairs.

24
9. An internal combustion engine according to claim 2, wherein a second
26 coordinating valve means is located overhead of said slave cylinder working with
said coordinating valve means above said master cylinder.

28
10. An internal combustion engine as claimed in claim 1, wherein said engine is
30 an engine of a type of charged intake.

11. An eight-cycle, reciprocating piston-type internal combustion engine having;
a basic unit comprising at least one four-cycle master cylinder and a piston, and
at least one four-cycle slave cylinder and a piston, provided with means for
introducing and firing a fuel-air mixture for said master cylinder, means for
introducing air for said slave cylinder, including means for transferring expansion
gases between said master cylinder and said slave cylinder and means for
coordinating expansion gases between said master cylinder; and to produce a
second power stroke from said slave cylinder, and including exhaust passage
means from said slave cylinder to outside; and where said master cylinder and
said slave cylinder are operating between 60 and 120 degrees apart with said
slave cylinder trailing said master cylinder.

12. An internal combustion engine of claim 11, where said coordinating means
for coordinating exchange of expansion gases between said master cylinder and
said slave cylinder, is a coordinating valve means at said master cylinder side;
where said coordinating valve means includes a passage port means between
said master cylinder and said slave cylinder, for channelling expansion gases
from said slave cylinder through said coordinating valve to said master cylinder,
and said master cylinder expansion gases to said slave cylinder.

13. An internal combustion engine according to claim 12, in which said
coordinate valve means opens at approximately 420 degrees of cycle revolution,
where slave cylinder's compressed air can begin flow into said master cylinder.
When engine rotation is at approximately 450 degrees of cycle revolution, all said
compressed air in said slave cylinder will come into said master cylinder.

14. An internal combustion engine of claim 13, where said compressed air from
said slave cylinder will combine with heat energy from said master cylinder in
said slave cylinder to produce said second power cycle without addition of fuel.

15. An internal combustion engine according to claim 11, where said master
cylinder and said slave cylinder are operating 90 degrees apart, with said slave
cylinder trailing said master cylinder.
16. An internal combustion engine according to claim 11, wherein said master
cylinder and said slave cylinder are disposed along a line, adjacent the
crankshaft to which they are connected.
17. An internal combustion engine according to claim 11, wherein said master
cylinder and said slave cylinder are disposed in a V cylinder configuration,
adjacent the crankshaft to which they are connected.
18. An internal combustion engine according to claim 11, comprised of multiples
pairs of said master cylinder and said slave cylinder.
19. An internal combustion engine according to claim 12, wherein a second
coordinating valve means is located overhead of said slave cylinder, working with
said coordinating valve means above said master cylinder.
20. An internal combustion engine as claimed in claim 11, wherein said engine is
an engine of a type of charged intake.